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Hongkong Daily Press.

ESTABLISHED 1857.

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日六初月四半五十二年

HONGKONG, MONDAY, MAY 15th, 1893.

年五十九百九十八年五月六日

Price \$2 1/2 PER MONTH.

NOTICE.

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HOTELS.

HONGKONG HOTEL

SHIPPING.

ARRIVALS.
May 12. DAGMAR, Norwegian steamer, 921
Nath. Canton 12th May, General—
GEO. C. KLAAS, British str., for Swatow.
May 13. WINDSOR, British str., 1,317, T. H.
Sailor, Canton 13th May, General—
JARDINE, MATTHEWS & CO.,
May 13. NANCHANG, British str., 1,033, E.
FINDLAY & CO., Taku 7th May, and Chefoo 5th.
Grounds and Oil—BUTTERFIELD &
May 13. PROVOST, German str., 682, T. GRANT,
Swatow 12th May, General—DOUGLAS
LAIRAT & CO.
May 13. TETAPROS, German steamer, 1,574,
T. DESER, Saigon 9th May, RICO—
SIMONSEN & CO.
May 14. CHIFFIL, British str., 1,153, Newcomb,
Tongking 8th May, General—BUTTERFIELD
May 14. LYNNHORN, German str., 1,232, Hes-
sian, Canton 14th May, General—SIMONSEN & CO.
May 14. MINHOU, Chinese str., 1,383, Fregat,
Shanghai 10th May, General—CHINESE
May 14. ORKNEY, British str., 2,692, J. P. MILFORD,
Shanghai 11th May, General—BUTTER-
FIELD & SWINEY.
May 14. TAKIWA, British str., 1,544, W. E.
SAUER, Shanghai 9th May, Foulsham
12th General—JARDINE, MATTHEWS & CO.
May 14. YAMAGUCHI MARU, Moji 9th May, General—
R. NAMURA, Moji 9th May, General—
NIPPON YUSHI KAISHA.

DEPARTURES.

At the HARVEY'S OFFICE,
13TH MAY.

KONOURA MORA, Japanese str., for Kobe.
P. C. KLAAS, British str., for Swatow.
DAGMAR, Norwegian str., for Newchwang.
MORI, Japanese str., for Kobe.
KODA, Japanese str., for Canton.
DONG MARU, Japanese str., for Saigon.
MAMURU MARU, Japanese str., for Swatow.
TACOMA, American str., for Meiji.
SABINE RICKMERS, British str., for Bangkok.
HATING, French str., for Hoichow.
Hatching, British str., for Swatow.

DEPARTURES.

May 13. CHINHOU, British str., for Manila.
May 13. CONQUEROR, British str., for Europe.

May 13. TACOMA, American str., for Tacam.

May 13. SWAOHNA, Italian Monitor, for
Shanghai.

May 13. TAKIWA, German str., for Saigon.

May 13. KAROY, British str., for Kobe.

May 13. MILES MARE, British str., for Kobe.

May 13. KWETANG, British str., for Canton.

May 13. DOTO MARU, Japanese str., for Saigon.

May 13. SABINE RICKMERS, British str., for
Bangkok.

May 13. ROHILLA, British str., for Yokohama.

May 13. KLAAS, British str., for Swatow.

May 13. DASHAW, Norwegian str., for Newchwang.

May 13. MANDARIN, British str., for Eustow.

May 14. HATING, French str., for Hoihow.

May 14. HAMING, British str., for Eustow.

May 14. ROHILLA, British str., for Yokohama.

May 14. ROHILLA, British str., for Saigon.

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Whether or not there should be a fixed rate between total European tonnage and the total junk tonnage frequenting the port, is I think very doubtful, because, in the first place junks are not the sole distributors, except to non-treaty Ports, with which it is probable that does not expand rapidly, and in the next place the European tonnage is not solely employed in the carriage of goods to be distributed from Hongkong as a centre for a not inconsiderable portion of the cargo is in transit to more distant ports.

In 1893 the cargo discharged in Hongkong from ocean-going ships amounted to 74 per cent of the registered tonnage arriving, and the total cargo handled in 1894, in 1895, the cargo discharged two and a half per cent, while the tranship cargo had gone up to 42 per cent.

TANSMITTER TRAFFIC.

Arrivals Department.

British ships... 130,720 190,574 (including Emigrants)
Foreign ships... 65,820 62,685 (including Emigrants)
River steamers... 570,120 585,627
Liners... 2,900,000 2,900,000
Junks... 134,830 128,326
Difference—Excess of arrivals 5,728
REVENUE.
The total revenue collected by the Harbour Department during the year was \$14,750,261, a reduction of \$50,653.11 on the previous year, which is more than accounted for by the reduction of the rate of Light Duty from 2½ cents to 1 cent.

Light Duty... \$16,455.15
Licences and Internal Revenue... \$1,516,000
Fee of Court and Office... \$109,468.66

Total... \$185,629.01

EXTRA INFORMATION.

On Sat December 21st, 1898, 147 Steam Launches were employed in the harbour, of these 38 were used for the conveyance of passengers, 72 were privately owned, 12 were the property of the Colonial Government, and 5 belonged to the Imperial Government, and 5 to the Military Authorities.

One Master's Certificate was suspended for 2 weeks, two for a month, one for 2 months, and three for 6 months.

EMIGRATION.

60,432 Emigrants left Hongkong for various places during the year; of these 47,272 were carried by British ships, and 13,155 by Foreign ships; 105,441 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 82,684 were brought in British ships, and 22,747 by Foreign ships.

SUNDAY GANG-ROBBING.
During the year 208 permits were issued, under the provisions of the Ordinances of 1885, to British subjects for the carrying of arms for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 22 permits were issued free of charge to 220 persons. The revenue collected under this head was \$29,025; this was \$14,976 more than 1897.

The Revenue Collected each year since the Ordinance came into force is as follows—
1892... \$4,490
1893... \$7,490
1894... \$4,476
1895... \$11,600
1896... \$7,766
1897... \$8,500
1898... \$8,623

As a revenue raising measure, therefore it has been very successful, as a prevention of Sunday work, however, not much can be said for it; 1 per cent of the total ocean-going tonnage entering availed of it in 1893 and 7 per cent in 1898.

THE SURVEYOR'S SUB-DEPARTMENT.
Return to the Admiralty of the work performed by this branch of the Harbour Department, and in forwarding this Report I beg to record my appreciation of the manner in which the work of this sub-department is carried out.

In my annual report for 1894 I referred at length to the case of the Government Marine Surveyor and his Assistant, and I reproduced an extract from a report made by me in a letter dated 14th January, 1895, as follows—

"The duties of these officers I am convinced are very onerous, the inspection of boilers and engines, especially during the bad weather, being most trying.

"The conditions also under which these surveys are held at Hongkong are peculiar, owing to the short time that vessels are in port, and the time required to be spent before the vessel's arrival, and it is often necessary that the inspection of one survey is the final act before departing. They cannot even afford to wait for their passenger certificates, documents being frequently granted them by reason of a report from the Surveyor that the requirements of the law have been complied with.

"It is, therefore, most important that the work of surveying vessels should be carried on as expeditiously as possible, and the importance of these surveys renders it imperative that the examination should be thorough, in order to insure these conditions it is necessary that there should be an adequate and efficient staff. It will be seen from the report of Mr. Dixie, attached to this Report, that the work of the Passenger Certificate occupied 100 hours, and Assistant eight hours, spread over a number of visits, about four. The time consumed, however, on this work is often considerably in excess of eight hours, as the ship may be anywhere between the Humber Docks and Aberdeen. Other surveys though not occupying so much time in each case, are made under somewhat similar circumstances.

"There are four local Marine Surveyors carrying on business in Hongkong; in addition to these, some of the Steamship Companies employ special surveyors for their vessels. The Government Marine Surveyors practically do a very large proportion of amalgamated work of all these, having at the same time to so arrange that, if possible, there should be no delay or inconvenience to the ship. No surveyor, however, places where, as may be expected, such owner or agent considers his over-expense as paramount."

In the same report (1894) I compared the work done at Hongkong by two men with the work done at Liverpool by eleven men and at Cardiff by six men, and I showed that at Liverpool there were about 40 vessels of 26,000 tons each surveyed, and Cardiff 27 vessels of 53,000 tons each. In Hongkong, however, all the surveys, though not occupying so much time in each case, are made under somewhat similar circumstances.

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THE ONLY FIRM DEVOTED ENTIRELY TO MUSIC TRADE.

1894

1893... \$4,490

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1899... \$8,623

Total... \$185,629.01

EXTRA INFORMATION.

The total revenue collected by the Harbour Department during the year was \$14,750,261, a reduction of \$50,653.11 on the previous year, which is more than accounted for by the reduction of the rate of Light Duty from 2½ cents to 1 cent.

Light Duty... \$16,455.15

Licences and Internal Revenue... \$1,516,000

Fee of Court and Office... \$109,468.66

Total... \$185,629.01

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